

FILE NO.: Z-6323-R

NAME: The Village at Rahling Road Revised Long-form PCD

LOCATION: Located on Rahling Circle

DEVELOPER:

Deltic Timber Corporation
7 Chenal Club Boulevard
Little Rock, AR 72223

ENGINEER:

White-Daters and Associates
Tim Daters
24 Rahling Circle
Little Rock, AR 72223

AREA: 8.98 acres NUMBER OF LOTS: 4 FT. NEW STREET: 0 LF

CURRENT ZONING: PCD

ALLOWED USES: C-2, Shopping Center District uses

PROPOSED ZONING: Revised PCD

PROPOSED USE: C-2, Shopping Center District uses and Add an events center as an allowable use for Lot 7

VARIANCES/WAIVERS REQUESTED: Variances from the Master Street Plan and Boundary Street Ordinances to allow the drive on Lot 7 to develop as proposed.

BACKGROUND:

On August 5, 1997, the Board of Directors adopted Ordinance No. 17,542 which established The Village at Rahling Road Long-form PCD. The PCD created a 14-lot development with C-2, Shopping Center District uses being permitted. The initial action approved a site plan for Lots 1 and 2 of the development with the intent being that each of the remaining lots would be brought to the Commission and Board of Directors for a revision to the PCD on an individual lot basis as a particular development was proposed.

Ordinance No. 20,191 adopted by the Little Rock Board of Directors on November 17, 2009, approved a site plan for Lot 7 of the Village at Rahling Road development. The project contained approximately 1.7 acres located near the southeast corner of Rahling Road and Chenal Parkway. The proposal was to construct a small strip center utilizing C-2, Shopping Center District uses as allowable uses. The site plan included the placement of an outdoor deck for dining. The building contained 16,140 square feet and the deck contained 1,760 square feet. A total of 77 parking spaces were indicated on the site plan.

The approval allowed a new drive from Rahling Circle to Chenal Parkway. The drive was proposed with 36-feet of pavement and connected to Chenal Parkway at the existing traffic signal serving the Promenade at Chenal Shopping Center.

As a part of the PCD request the developers requested to remove from the originally approved PCD the requirement that all buildings were to be constructed within 13 feet of the back of curb of the loop street for the remaining undeveloped lots.

On September 13, 2012, the Planning Commission approved a two year time extension for the approval of the PCD zoning for Lot 7 of the Village at Rahling Road. The development has not occurred.

A. PROPOSAL/REQUEST/APPLICANT'S STATEMENT:

The project as planned is consistent with the proposed development framework originally proposed for the Village when first approved in 1997. When originally proposed the Village included dense urban development inside of and around Rahling Circle, with large expanses of landscape and buffer along Chenal Parkway and Rahling Road.

The current request includes a review of Lots 1A, 1B, 1C and 7, the Village at Rahling Road. The Building located on Lot 1A is existing containing 10,900 square feet. The lot area proposed for the new lot contains 49,926 square feet. The site plan indicates a total of 41 parking spaces located on Lot 1A.

Lot 1B is proposed with a multi-use event center for the location community. The center will operate from 7:00 am to 10:00 pm with the exception of Friday and Saturday when the hours may be extended to 12:00 am. The building is proposed containing 10,300 square feet of floor area with a total lot area of 74,730 square feet. The site plan indicates a total of 91 on-site parking spaces to serve the use.

Lot 1C contains a shared parking area. With this site plan the area is indicated for future development.

Lot 7 is indicated containing 99,879 square feet of land area. The site plan indicates 16,140 square feet of building area with a 1,760 square foot covered outdoor deck. The site plan indicates 78 on-site parking spaces.

B. EXISTING CONDITIONS:

The site is a cleared flat site with street improvements in place. The property was cleared and graded with initial development of the conceptual PCD for the Village at Rahling Road. Access to the lot proposed for development is via Rahling Circle, off of Rahling Road. Smaller office buildings are located adjacent to the site proposed for development situated around Rahling Circle. There is a larger building located near Rahling Road constructed as a multiuse building through the original approval of the PCD. The Promenade at Chenal, a new shopping mall, has recently been constructed across Chenal Parkway.

Rahling Circle has been constructed as a private drive. There are sidewalks in place along the property frontage. Chenal Parkway is constructed as a four lane median divided roadway. There are no sidewalks in place along the frontage of this property on the parkway. There is a traffic light located at Chenal Parkway and the proposed new drive extending from Rahling Circle.

C. NEIGHBORHOOD COMMENTS:

As of this writing, staff has not received any comment from area residents. All property owners located within 200-feet of the site along with the Villages of Wellington Neighborhood Association were notified of the public hearing.

D. ENGINEERING COMMENTS:

PUBLIC WORKS CONDITIONS:

1. Stormwater detention ordinance applies to this property. Is detention provided off-site for this property?
2. The intersection should be designed to meet AASHTO intersection standards including pedestrian signalization and striping. Coordinate design of traffic signal upgrade with proposed street improvements. Plans to be forwarded to Traffic Engineering for approval.
3. Private streets are to be constructed to public street standards. For access to the signal, the access road must be constructed as a street and not a driveway. Per the Master Street Plan at least 100 feet is required between reverse curves on commercial streets.
4. Sidewalks with appropriate handicap ramps are required to be installed adjacent to Lot 7 along Chenal Parkway in accordance with Section 31-175 of the Little Rock Code and the Master Street Plan.

5. Sidewalks with appropriate handicap ramps are required to be constructed along the proposed private street between Chenal Parkway and Rahling Circle in accordance with Section 31-175 of the Little Rock Code and the Master Street Plan.
6. Repair or replace any curb and gutter or sidewalk that is damaged in the public right-of-way prior to occupancy.
7. A concrete apron should be installed at the intersection of the proposed private street and Chenal Parkway.
8. A grading permit in accordance with Section 29-186 (c) and (d) will be required prior to any land clearing or grading activities at the site. Other than residential subdivisions, site grading and drainage plans must be submitted and approved prior to the start of construction.
9. Provide a Sketch Grading and Drainage Plan per Section 29-186 (e). The centerline grade of the proposed street cannot exceed 15%. The nearest 100 feet from the signalized intersection must not exceed 5% centerline grade.
10. Street Improvement plans shall include signage and striping. Traffic Engineering must approve completed plans prior to construction.
11. Streetlights are required by Section 31-403 of the Little Rock code. Provide plans for approval to Traffic Engineering. Streetlights must be installed prior to platting/certificate of occupancy. Contact Traffic Engineering 379-1813 (Greg Simmons) for more information.
12. The intersection should be designed to meet AASHTO intersection standards including pedestrian signalization and striping. Coordinate design of traffic signal upgrade with proposed street improvements. Plans to be forwarded to Traffic Engineering for approval.
13. Prior to construction of retaining walls, an engineer's certification of design and plans must be submitted to Public Works for approval. After construction, an as-built certification is required for construction of the retaining wall.
14. The proposed right turn lane should be designed with a 250 foot stack and 100 foot taper.
15. Per the Master Street Plan, the proposed new leg of the intersection should be designed with a WB right turn lane, WB thru lane, and WB left turn lane. The left turn lane on the west leg of the intersection will be restriped to function as a through lane only.

E. UTILITIES AND FIRE DEPARTMENT/COUNTY PLANNING:

Wastewater: Sewer available to this project. Existing sewer on Lot 1B may need relocation prior to construction of the building as shown.

Entergy: Underground distribution facilities exist in the area along the north edge of Lot 1B and along the rear lot line of Lot 7. Contact Entergy well in advance of service requirement needs so that plans can be made to tap existing lines.

Center-Point Energy: No comment received.

AT & T: No comment received.

Central Arkansas Water:

1. All Central Arkansas Water requirements in effect at the time of request for water service must be met.
2. If there are facilities that need to be adjusted and/or relocated, contact Central Arkansas Water. That work would be done at the expense of the developer
3. Contact Central Arkansas Water if additional fire protection or metered water service is required.
4. Contact Central Arkansas Water regarding the size and location of the water meter.
5. A Capital Investment Charge based on the size of meter connection(s) will apply to this project in addition to normal charges. This fee will apply to all connections including metered connections off the private fire system.
6. The Little Rock Fire Department needs to evaluate this site to determine whether additional public and/or private fire hydrant(s) will be required. If additional fire hydrant(s) are required, they will be installed at the Developer's expense
7. Due to the nature of this facility, installation of an approved reduced pressure zone backflow preventer assembly (RPZA) is required on the domestic water service. This assembly must be installed prior to the first point of use. Central Arkansas Water requires that upon installation of the RPZA, successful tests of the assembly must be completed by a Certified Assembly Tester licensed by the State of Arkansas and approved by Central Arkansas Water. The test results must be sent to Central Arkansas Water's Cross Connection Section within ten days of installation and annually thereafter. Contact the Cross Connection Section at 377-1226 if you would like to discuss backflow prevention requirements for this project.

Fire Department: Place fire hydrant(s) per code. Maintain access. Contact the Little Rock Fire Department for additional information.

County Planning: No comment.

CATA: Out of service area – nearest bus route over 3-miles away.

Parks and Recreation: No comment received.

F. ISSUES/TECHNICAL/DESIGN:

Planning Division: This request is located in the Chenal Planning District. The Land Use Plan shows Commercial (C) for this property. The Commercial category includes a broad range of retail and wholesale sales of products, personal and professional services, and general business activities. Commercial activities vary in type and scale, depending on the trade area that they serve. The applicant has applied for a revision to the existing PCD (Planned Commercial District) to allow for an Event Center and other retail uses on three (3) of the tracts around Rahling Circle. Any tracts with frontage on Chenal Parkway would be subject to the Chenal Design Overlay District.

Master Street Plan: Rahling Circle is shown as a Local Street on the Master Street Plan. The primary function of a Local Street is to provide access to adjacent properties. Local Streets that are abutted by non-residential zoning/use or more intensive zoning than duplexes are considered as “Commercial Streets”. A Collector design standard is used for Commercial Streets. This street may require dedication of right-of-way and may require street improvements for entrances and exits to the site.

Bicycle Plan: There are no bike routes shown in the immediate vicinity.

Landscape:

1. Site plan must comply with the City’s landscape and buffer ordinance requirements.
2. The zoning buffer ordinance requires a twenty-three (23) foot street buffer along Rahling Circle at Lot 7.
3. An automatic irrigation system to water landscaped areas will be required.
4. Prior to the issuance of a building permit, it will be necessary to provide an approved landscape plan stamped with the seal of a registered landscape architect.
5. The City Beautiful Commission recommends preserving as many existing trees as feasible on this site. Credit toward fulfilling Landscape Ordinance requirements can be given when preserving trees of six (6) inch caliper or larger.

G. SUBDIVISION COMMITTEE COMMENT:

(January 29, 2014)

Mr. Tim Daters of White-Daters and Associates was present representing the request. Staff presented an overview of the development stating there were a number of outstanding technical issues associated with the request in need of addressing. Staff questioned the activities of the proposed events center. Staff also questioned the proposed hours of operation. Staff questioned the proposed uses for Lot 7. Staff also questioned the days and hours of operation of the businesses to locate on Lot 7.

Public Works comments were addressed. Staff stated the driveway intersection with Chenal Parkway could not be approved as indicated on the site plan. Staff stated the driveway should be constructed as a street which then would allow for left turns. Staff stated the proposed right turn on Chenal Parkway should be constructed with 250-foot of stack and 100-foot of taper. Staff stated the City's Stormwater Detention Ordinance would apply to the future development of the proposed lots.

Landscaping comments were addressed. Staff stated Lot 7 was required a 23-foot street buffer along Rahling Circle. Staff also stated an automatic irrigation system was required to water landscaped areas and a landscape plan prepared by a registered landscape architect would be required at the time of building permit.

Staff noted comments from the other reporting departments and agencies suggesting the applicant contact them individually for additional clarification. There was no further discussion of the item. The Committee then forwarded the item to the full Commission for final action.

H. ANALYSIS:

The applicant submitted a revised site plan to staff addressing a number of the issues raised at the January 29, 2014, Subdivision Committee meeting. The request is to allow a revision to the approved PCD the Village at Rahling Road to allow the creation of additional lots and approve a site plan for two of the proposed lots.

Lot 1 is proposed with Lots 1A, 1B and 1C. Lot 1A is proposed containing 1.15 acres, Lot 1B containing 1.72 acres and Lot 1C containing 1± acres. The request also includes review and approval of a site plan for Lot 7 the Village at Rahling Road.

Lot 1A contains an existing building with 10,900 square feet. The site plan indicates 41 parking spaces on this lot. C-2, Shopping Center District uses are requested as allowable uses for this lot. All signage is to comply with the Chenal Architectural Design Elements for the Village at Rahling Road and City

ordinance. The site plan indicates a maximum ground mounted sign height of six feet and a total sign area not to exceed forty square feet. Building signage will not exceed signage allowed in commercial zones or a maximum of ten percent of the façade area. The building is proposed with a maximum height of thirty-five (35) feet. All site lighting will be low level and directed downward and into the site and away from adjacent properties.

Lot 1B is proposed for the construction of a new building containing 10,300 square feet and 91 parking spaces. The applicant is requesting an events center as the allowed use for this lot. Lot 1C is a paved parking lot shared by the properties within the development.

Lot 1A is proposed containing 1.15 acres, Lot 1B containing 1.72 acres and Lot 1C containing 1± acres. The request also includes review and approval of a site plan for Lot 7 the Village at Rahling Road.

The site plan indicates the placement of landscape strips between Lots 1A, 1B and 1C less than the 9-foot typically required. The plan indicates each of these areas with a 6.5-foot landscape strip allowing a total of 13-feet between the two lots. In addition the street buffer on each of the lots as well as Lot 7 is indicated less than the 9-foot typically required to comply with the minimum ordinance standards. Staff is supportive of allowing the landscape as indicated on the site plan. The overall development has been constructed with reduced landscape strips and in most places no street buffer is in place.

The development of Lot 1B is for a building containing 10,300 square feet of floor area and 91 parking spaces. The applicant has indicated the hours of operation for Lot 1B will be from 7:00 am to 10:00 pm Sunday to Thursday and from 7:00 am to 12:00 am Friday and Saturday. The use of the building is for an events center as defined by the City of Little Rock Ordinances. No other use is proposed. All signage is to comply with the Chenal Architectural Design Elements for the Village at Rahling Road and City ordinance. The site plan indicates a maximum ground mounted sign height of six feet and a total sign area not to exceed forty square feet. Building signage will not exceed signage allowed in commercial zones or a maximum of ten percent of the façade area. The building is proposed with a maximum height of thirty-five (35) feet. All site lighting will be low level and directed downward and into the site and away from adjacent properties.

The developer of the site, “Noah's, has several facilities across the U.S. According to the web site Noah's is a great place for off-site meetings, trainings, expos, family events, weddings, or any life event”. Most of the buildings listed on their Web site have a maximum load capacity of 550 persons. Each of the buildings allow for a portion of the building or the entire building to be rented depending upon the number of persons to be serve.

Parking for a lodge hall, exhibition hall, club and similar places of public assembly is one space per 100 gross square feet of floor area. Based on the building square footage the typical parking required would be 103 spaces. Staff is supportive of the parking as proposed. Within this area there is street parking and a large shared parking lot is located on proposed Lot 1C.

The development proposed on Lot 7 is a strip center containing 16,140 square feet of building area and 1,760 square feet of covered deck area. The proposed uses of the building are C-2, Shopping Center District uses. The parking indicated on the plan is 78 spaces. Based on the typical parking required for a mixed use development a total of 79 spaces would typically be required. The development has been constructed with parallel spaces on the street and a centralized parking area to serve the users. Staff feels with the available parking the parking proposed is adequate to serve the proposed use and will not impact the remainder of the development.

The hours of operation for Lot 7 are from 6:00 am to 2:00 pm seven days per week. All signage is to comply with the Chenal Architectural Design Elements for the Village at Rahling Road and City ordinance. The site plan indicates a maximum ground mounted sign height of six feet and a total sign area not to exceed forty square feet. Building signage will not exceed signage allowed in commercial zones or a maximum of ten percent of the façade area.

The building is proposed with a maximum height of thirty-five (35) feet. All site lighting will be low level and directed downward and into the site and away from adjacent properties.

The developers have indicated the placement of a 60-foot private street extending from Rahling Circle to Chenal Parkway. The private street is proposed to be recorded in conjunction with the final platting of Lot 7 referencing the drive as shared. The drive is proposed to connect on Chenal Parkway at an existing traffic light serving the Promenade at Chenal Shopping Center. Staff is supportive of the driveway conditioned upon with the final construction plans, the intersection must include pedestrian safe areas in the center median areas with pedestrian signals and actuation buttons. This may require the developer to lengthen the existing median.

With the design of the private street there are three variance requests. A variance from the Master Street Plan to allow the maximum centerline grade to be twelve percent (12%). The centerline grade of the minor commercial street must be a maximum of fifteen percent (15%). The second is a variance from the Master Street Plan to allow a minimum horizontal tangent distance of 100-feet between reverse curves. The proposed distance with this plan is 40-feet. (A distance of 50-feet is required on residential streets.) The final variance is to allow the driveway located less than 250-feet from the property lines.

Staff is supportive of the request. The Village at Rahling Road has been developing with a mixture of uses including office and commercial uses. Staff does not feel the approval of the site plan to allow the creation of three (3) lots from the existing single lot and to allow the development of Lot 7 in a similar configuration as previously approved will adversely impact the development for the area.

I. STAFF RECOMMENDATION:

Staff recommends approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report.

Staff recommends approval of the following variances associated with the private street adjacent to Lot 7:

- a. A variance from the Master Street Plan to allow the maximum centerline grade to be fifteen percent (15%).
- b. A variance from the Master Street Plan to allow a minimum horizontal tangent distance of 100-feet between reverse curves.
- c. A variance from the Subdivision Ordinance and the Boundary Street Ordinance to allow the driveway located less than 250-feet from the property lines

PLANNING COMMISSION ACTION:

(FEBRUARY 20, 2014)

The applicant was present. There were no registered objectors present. Staff presented the item with a recommendation of approval of the request subject to compliance with the comments and conditions as outlined in paragraphs D, E and F of the agenda staff report. Staff presented a recommendation of approval of the following variances associated with the private street adjacent to Lot 7:

- a. A variance from the Master Street Plan to allow the maximum centerline grade to be fifteen percent (15%).
- b. A variance from the Master Street Plan to allow a minimum horizontal tangent distance of 100-feet between reverse curves.
- c. A variance from the Subdivision Ordinance and the Boundary Street Ordinance to allow the driveway located less than 250-feet from the property lines.

There was no further discussion of the item. The Chair entertained a motion of approval of the item as presented by staff. The motion carried by a vote of 10 ayes 0 noes and 1 absent.